

Autos Banned from Fire Zone.
Automobile owners or chauffeurs who race before or after fire engines going to a fire in Philadelphia, Pa., will be arrested and fined \$25 to \$100. The new ruling provides that no one but the police and fire department officials may park their cars within 1,000 feet of the fire zone.

Machines Blessed in France.
St. Christopher is the French motorists' patron saint, and several hundred more from all parts of France recently defiled before the statue of the saint at St. Christopher-le-Jagot, each being blessed by the priests as it passed.

We've Moved



1501 Connecticut Ave.

FORMERLY

1317-1319 H St. N. W.

Our Salesrooms and Offices Are Now Located at the Above

SERVICE

715-717 17th St. N. W.

Parts and Accessories Service Can Now Be Obtained Here.

Our old building was sold and we were forced to secure new quarters—immediately.

We feel fortunate in securing the above locations, which are centrally and conveniently located.

Stearns-Knight—

—Chevrolet—

Geo. C. Rice Auto Company

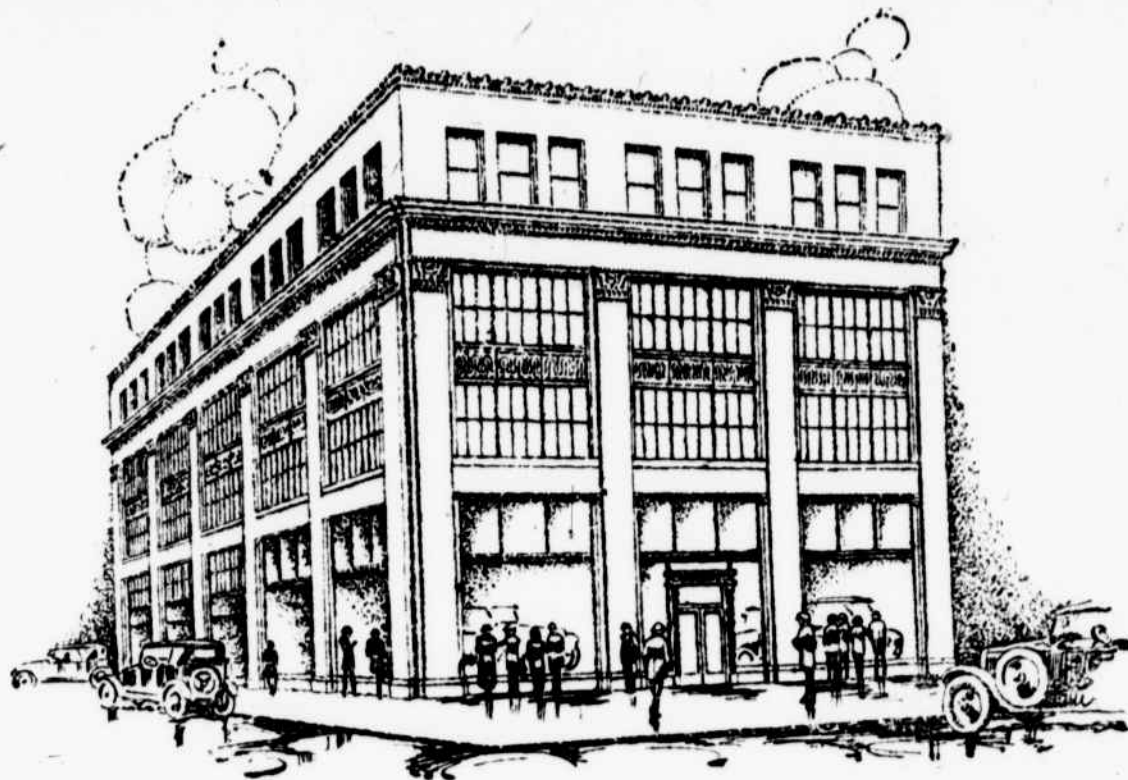
SALES

SERVICE

1501 Connecticut Ave. 715 17th Street N. W.

THE New Home of the Studebaker, which will be formally opened about February 15 by Joseph R. McReynolds. This splendid automotive building at Fourteenth and R streets will house the efficient service shops and the sales departments for Studebaker cars and judging from the plans of the builders this establishment it will equal any Studebaker building in the country.

Mr. McReynolds has already been highly complimented by authorities on building and decorating for his arrangement of the several units of his building and the scheme of decoration which has been selected for the big salesroom.



ONE-CYLINDER CAR AMAZES NEW YORK

First Pierce-Arrow, 21 Years Old, Chugs Slowly Down Fifth Avenue.

Metropolitan traffic cops momentarily forgot their signals, motorists gazed on in amazement and pedestrians craned their necks a few days ago when a little, one-cylinder "horseless carriage" chugged down Fifth Avenue, in New York City.

The spunky, baggy-like conveyance was an old-time motorette, the very first Pierce-Arrow. It was completing a repetition of the run it made twenty-one years ago, when it came through with flying colors in the famous Pan-American endurance race between New York and Buffalo.

At the steering lever was the same driver who "raced" it on several of the endurance runs and contests which were the forerunners of the Glidden tours, in which Pierce-Arrow cars won their spurs through repeated victories.

It completed its journey in front of the New York City Hall, where Mayor Hylan congratulated the driver while hundreds watched. Alongside the motorette was a big, modern Pierce-Arrow enclosed-drive limousine. The contrast was startling.

One could step into the modern car and ride from the metropolis to Buffalo in fifteen hours or less, enjoying full comfort and complete protection from snow, cold, rain or wind.

It took five days to make the same trip in the motorette, and the driver had to be attired like an Eskimo.

Plan Bars Wet Season Skidding

The old system of throwing the clutch out before applying the brakes is fast becoming taboo. Better drivers now brake their cars down gradually before disengaging the clutch, thus preventing skidding in wet weather and facilitating pickup without extra wear on the clutch surfaces and gears.

30 MILES AN HOUR

Twenty miles an hour, the maximum speed for the motorette, seemed like forty. Roads that seem like velvet in the modern Pierce-Arrow jounced and jarred the veteran car with its short, 38-inch wheelbase and small bicycle tires. To turn around in cramped quarters, the driver had to jump out, lift up the front end of the 500-pound vehicle and wheel it around like a wheelbarrow, for the early cars had no reverse gear.

To see the motorette beside a modern Pierce-Arrow shocks one into a realization of the really amazing strides that have been made in motor car design," says L. E. Conover, passenger car sales manager of the Pierce-Arrow Motor Car Company.

Today with its wonderful dual-valve six-cylinder engine and with de luxe coachwork, the modern Pierce-Arrow offers comfortable, speedy transportation undreamed of twenty-one years ago.

Latest Sedan To Have Body Of Aluminum

National Show in January to Bring Out Automobiles of Many Varied Colors.

By ALDRED REEVES, General Manager National Automobile Chamber of Commerce. (Written For Cosmopolitan News Service.)

NEW YORK, Dec. 30.—An automobile, of the sedan type, whose body is built entirely of aluminum, is to be one of the startling novelties in automobile construction to be shown here in January.

This innovation is one of the happy conceits of a nationally known automobile manufacturer, who believes the decreased weight and increased strength of such a body will appeal to the public. Such a sedan, equipped with the metal body, will cost \$50 more than the machine whose body is of wood, I understand.

MORE COLORS PLANNED. Another departure from existing tastes will be seen in more colors in automobile trimmings. The change will add brightness to automobiles, making them "stand out," and thus relieve the monotony of color which has heretofore prevailed. Good taste, of course, will suggest that such decorations be used in moderation.

A national survey made by the automobile chamber of commerce shows that the demand for the closed car, particularly of the sedan type, is increasing. During the year the increase has been about 20 per cent. The feminine influence is believed to account for this.

The 1922 output will be, in round figures, 2,400,000 cars, an increase of 10 per cent. over the previous year's output, that of 1921. Of this year's production, Ford will have made one car for every one of all other makes.

BIG PROBLEM UP. The increased use of automobiles by the American public is a matter of concern to the municipal authorities in many cities. They are seriously seeking where and how additional roadway may be found for the growing automobile traffic. Those in charge of city planning are particularly concerned. They believe relief must be found not alone by the opening up of new roadways but in the construction of viaducts or overhead means of passage.

There is no doubt that the problem must be solved in one way or another, and soon. Solution of the problem cannot be evaded. The congestion of traffic in the larger cities is alarming.

The National Automobile Chamber of Commerce is now engaged in a countrywide campaign of safety, to cut down the number of auto accidents by making both pedestrians and auto drivers more cautious.

Chauffeur's Bonds Impractical. The proposal to require all automobile drivers in Washington, D. C., to be bonded in the sum of \$5,000 has been abandoned as impractical.

World's Truck Record. The world's record non-stop motor truck run was recently made when a car was driven from Chicago, Ill., to Washington, D. C., in thirty-seven hours and thirty-four minutes.

Dangers Of Driving With Brakes Told

Oakland Company Executive Advises Motorists to Take It Easy at All Times.

The greatest fault with American drivers today is that they drive with their brakes, according to George H. Hannum, president and general manager of the Oakland Motor Car Company, Pontiac, Mich.

"It may be due to the fact that life in America is speeded up to a dizzying pace," explains Mr. Hannum, "that our great cities are congested with automobile traffic, and that the brakes are actually built so mechanically sound that even in spite of the abuse they are subjected to they stand up under the strain."

"Every time you hear a traffic officer's whistle in a large city, you almost immediately hear a crunching of brakes and scraping of dry tires on the pavement."

"And even in long cross-country drives, where hilly country is encountered, some drivers constantly jam on their brakes when slowing down instead of allowing their cars to slow down before the brakes are applied. Every tire mark on the pavement costs some automobilist money, sooner or later."

"The motorist should take things easy in driving, whether in a crowd or out of a crowd. Fast driving between short city blocks, followed by a sudden jamming on of the brakes, gains little time and is expensive, both in the wear and tear on the tires, the burning out of the brake lining and injury to the brakes and other mechanical parts of the car."

Never put more pressure on the brakes than is absolutely necessary to stop at the point you wish.

"In going downhill take your foot off the accelerator, and the motor, set at a safe pace, will hold the car back. If the grade is very steep, shift to second or first speed, as the grade may require, before starting."

Under no circumstance is it advisable to throw the clutch out when actually driving downhill. To do so may mean absolute loss of control. It is not good driving, either, to shut off the spark completely. It is a safe practice to have the motor running in order to have power on tap

in case of emergency. "There is no question at all that brakes are extremely important for the purpose for which they are built, but simply because they are efficient, reliable and the easy way to drive is no reason for their abuse—abuse which results in damage to other parts of the car as well."

French Laborers Motor to Work.
In Paris, a great part of the laboring class goes to work in motor busses which serve all sections of the city. First-class passengers sit in the front, while those who pay the lesser second-class fare must ride in the rear.

"Safety First for Passengers.
When stopping in traffic to discharge passengers, it is well to insist upon having them dismount on the right hand side of the car. Many a person has been seriously injured by being "winged" by passing vehicles when alighting on the left hand side of the car. While the driver is not responsible for his passengers under such conditions, their safety is a matter of great interest to him. Make them use the right doors.

It is impossible to clean celluloid or pyralin window curtains after they have once become discolored.

CHEVROLET

For An Economical New Year

In wishing you a prosperous New Year, we suggest that economy is the direct route to prosperity. 1923 will be a year of economy. In proof whereof, consider the 1923 Superior Model Chevrolet—the lowest priced fully equipped automobile!

Its exceptional economy of operation combines with its low cost and high quality to assure you thrifty transportation. You will be proud to own this masterpiece of modern engineering.

BARRY-PATE MOTOR COMPANY
1218 Connecticut Ave. Franklin 5627

Branch No. 1: Jenkins & Driscoll, No. 1 Thomas Circle
Branch No. 2: Wierman & Torrey, 1815 14th St.
Branch No. 3: Roeder & White, 636 Penn. Ave. S. E.

Resolved:

THAT in 1923 we will not only continue to serve Washington with the cleanest, quickest and best transportation, but will make many improvements for the betterment of this service.

THAT our employees will continue to be courteous at all times and always anxious to render every bus patron that personal attention which is so lacking in many transportation organizations.

THAT we will always consider "the public first" and do everything in our power to make the Green Busses more than ever the "better way" of transportation in the National Capital.

Washington Rapid Transit Co.

4603 14th St. N. W.

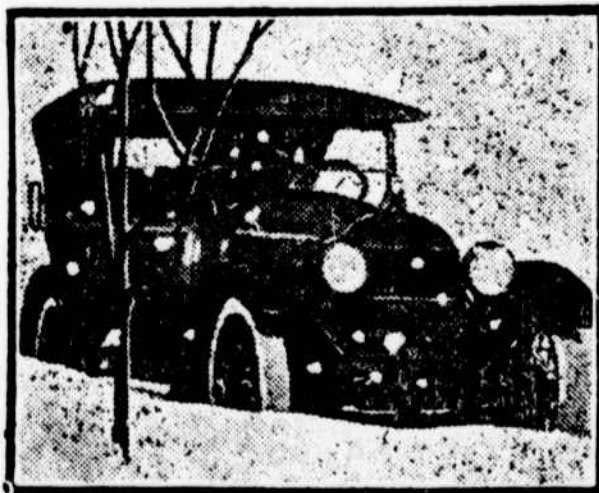
Pioneers of Motor Bus Transportation in the City of Washington

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